WEEKLY REPORT TO THE COMMISSIONERS
FROM THE EXECUTIVE DIRECTOR
FOR THE PERIOD ENDING
JUNE 22, 1970

Special Board Meeting

and

Committees on

Port Planning and Operations

Finance and Construction

Wednesday, June 24, 1970

in the

Board Room

at 4:00 P.M.

PLAINTIFF'S EXHIBIT PX 620

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WORLD TRADE CENTER CONSTRUCTION PROGRESS REPORT

The top of steel for the North Tower Building now reaches to the 77th floor, higher than any other structure in Lower Manhattan. In fact, the building has overshadowed the nearby Woolworth Building's 60 stories for some time. Completed about 1912, the Woolworth Building was the world's tallest building for almost 20 years. The North Tower Building is also six stories higher than the Bank of Manhattan Building's 71 stories, and ten stories higher than the 67 Wall Street Tower Building.

Next Landmarks

The next famous landmark to be "topped" by the North Tower Building will be the Eiffel Tower, 986 feet tall; then the 1,107-foot height of Chicago's Hancock Center. That will leave only two existing buildings that will be taller than our North Tower Building: the Chrysler Building, 1,046 feet tall, and the Empire State Building, 1,250 feet.

By the end of this year the North Tower Building's exterior steel work will be completed, making it the world's tallest structure. We also expect our first tenants to be in the building by the end of this year, occupying the ninth to the sixteen floors. The North Tower Building, however, will not be fully completed until mid-1972.

Core area steel and steel decking is completed to the North Tower Building's 75th floor. The next two floors to be completed will encompass the building's second machinery equipment room. The erector's last three-floor cycle was accomplished in eight working days. Following close behind steel erection, personnel elevator service reaches to the 66th

floor with a total of eleven elevators now operational. Material hoist for concret available to the 65th floor and concrete work is now in progress on the 63rd floor.

Outer Wall Takes Form

The exterior aluminum curtain wall covers are in place from the 9th to floors. Caulking and glazing are complete on the 10th and 11th floors and a s windows on each floor have been installed through the 14th floor. It is expected t indoctrination of the contractor's personnel is completed, a production of fo covered, glazed and caulked per week will be achieved. Spray-on fireproofing resumed with a non-asbestos spray-on material (see Weekly Report of June 8). The contractor is maintaining his pace keeping slightly ahead of the curtain wall installat

Plastic Work Begins

The 10th floor has been closed in and a base coat of plaster has been ap the interior side of the exterior walls. This base coat is being covered with a white plaster, which will finally be covered with the tenant's selected color of paint. The cl will also allow the installation of induction units to begin later this month an finishing trades will follow closely behind.

Up to this time the Weekly Reports have usually concentrated on the Tower Building. The South Tower Building now has steel reaching to the 30th flo production work by other trades is following at a good pace. Elevator service is avai the 13th floor and the first typical floors are taking shape with the completion of concrete on the 9th through the 11th floors.

Reserve Steel Supplies

In order to feed both Tower Buildings' seemingly unending appetite fo (approximately 2,000 tons per week) a fleet of more than 80 trailers loaded wit panels is standing ready on the North River landfill we created. Originally Penn

shuttled the steel from their storage yards in New Jersey to the site when required by the erector. However, coordination between the two became difficult as good weather stepped up the production rate. In order to solve the problem, a jockeying operation was set up under which Penn Central keeps approximately 80 loaded flat bed trailers on the landfill at all times. An independent trucker supplies the rigs to haul these trailers as required to the job site. Although traffic on West Street and Liberty Street sometimes causes delays in the delivery of the steel for such a short distance, it is still a large improvement over the previous system.

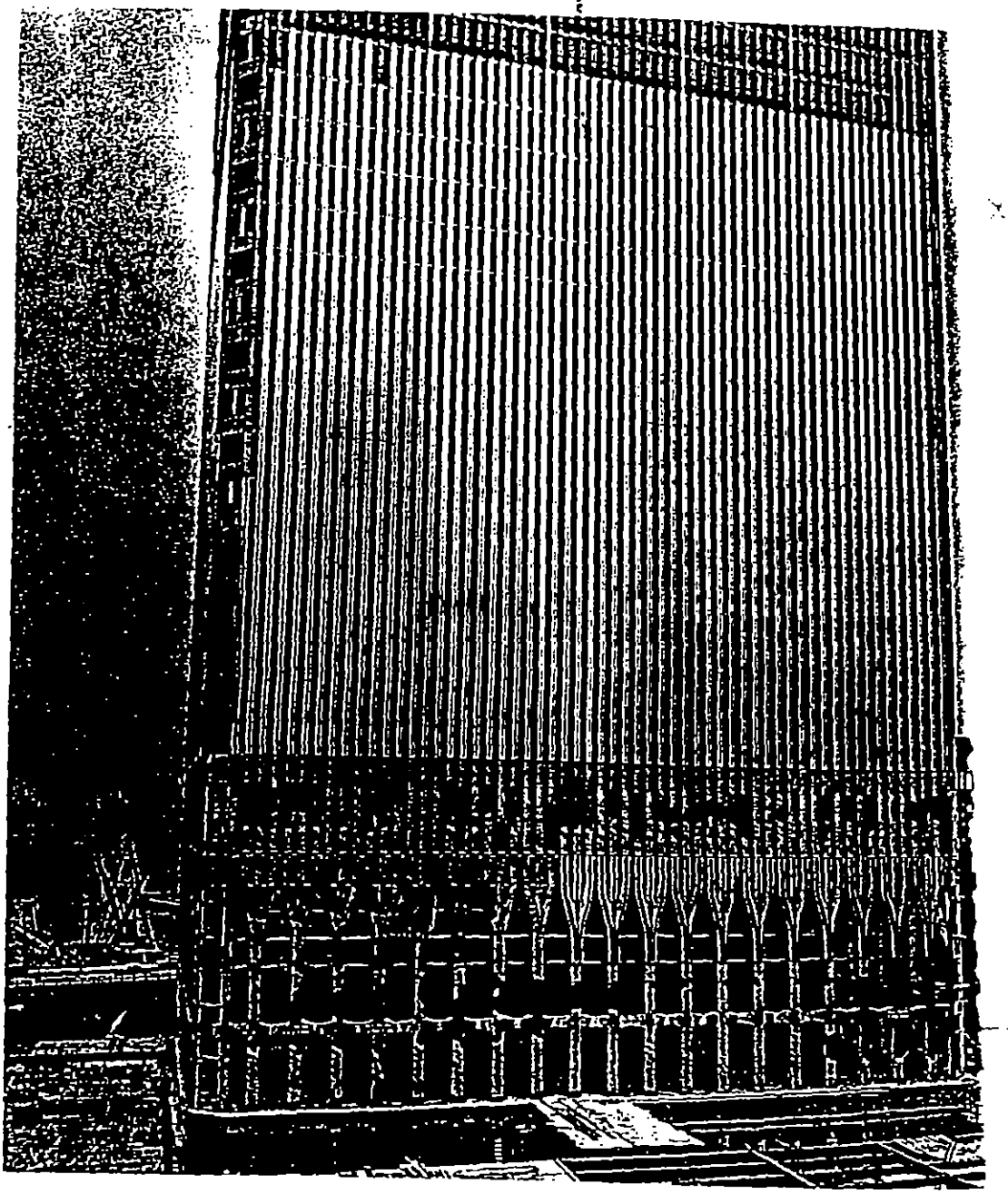
Commuters View PATH Work

The most noticeable progress below grade is the track work for PATH's future World Trade Center Terminal. Many of our daily PATH commuters are aware of progress in the new PATH Station. Several rings of the PATH tube have been removed on the north projection allowing the commuters to view the beginnings of the new track system. The station itself is also taking shape with nearly half of the platforms now completed. Almost one-quarter of the track slabs have been poured keeping slightly ahead of the installation of tracks.

Elsewhere in the below grade areas, finishing work is noticeable as the masonry contractor installs cinder block and finished walls in various locations. Sheet metal duct work is also much in evidence where it is being connected to large plenum chambers. The base slabs for escalators have been completed in the pedestrian underpass beneath the IRT Subway leading to the new PATH Station. The steel sections of the escalators are being installed and work on the mechanical and electrical portions will begin shortly.

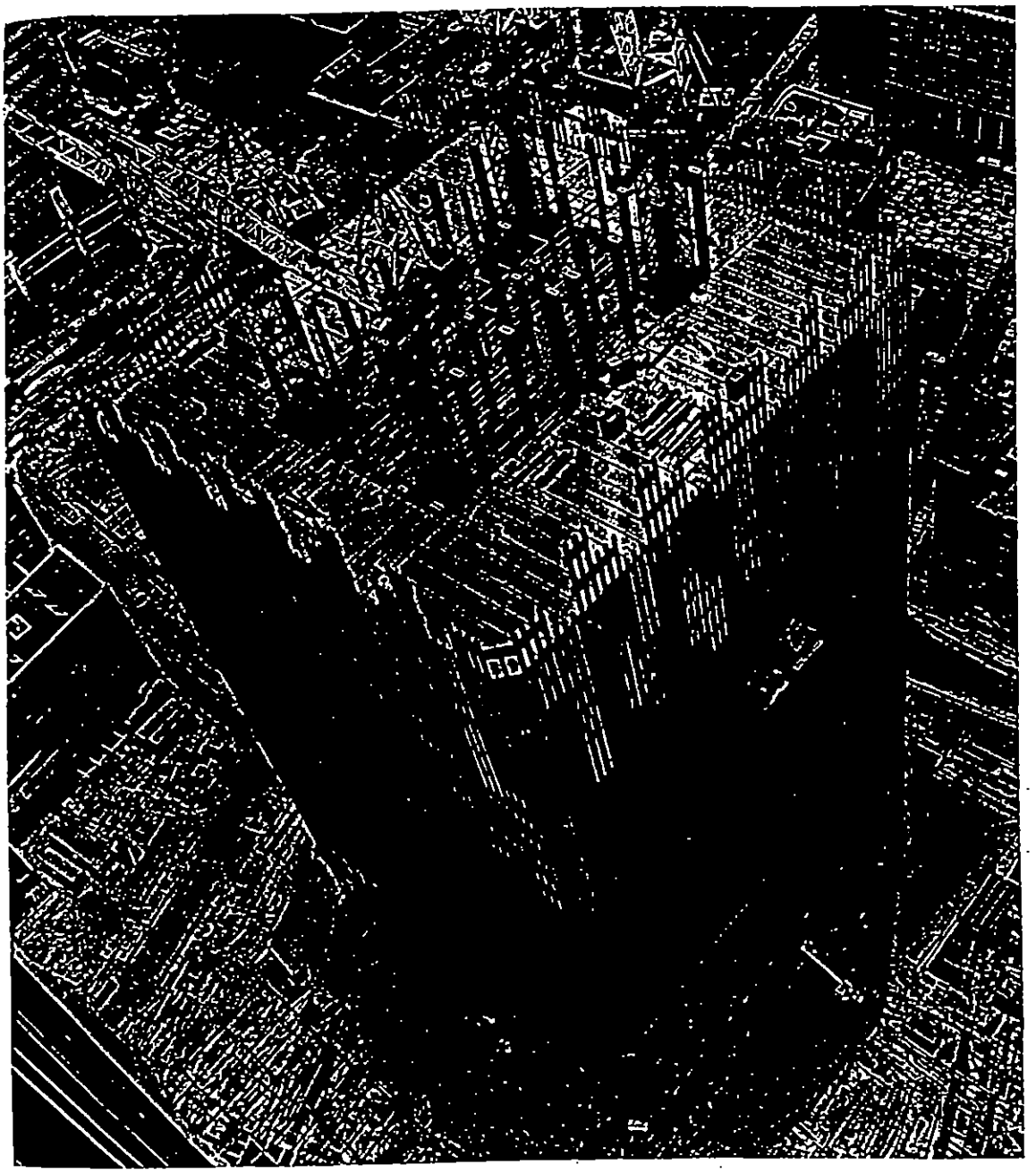
Custom House

The erection of the Custom House steel was completed on June 3, 1970. This includes all stairs for the Customs building and steel erection on the plaza east of the



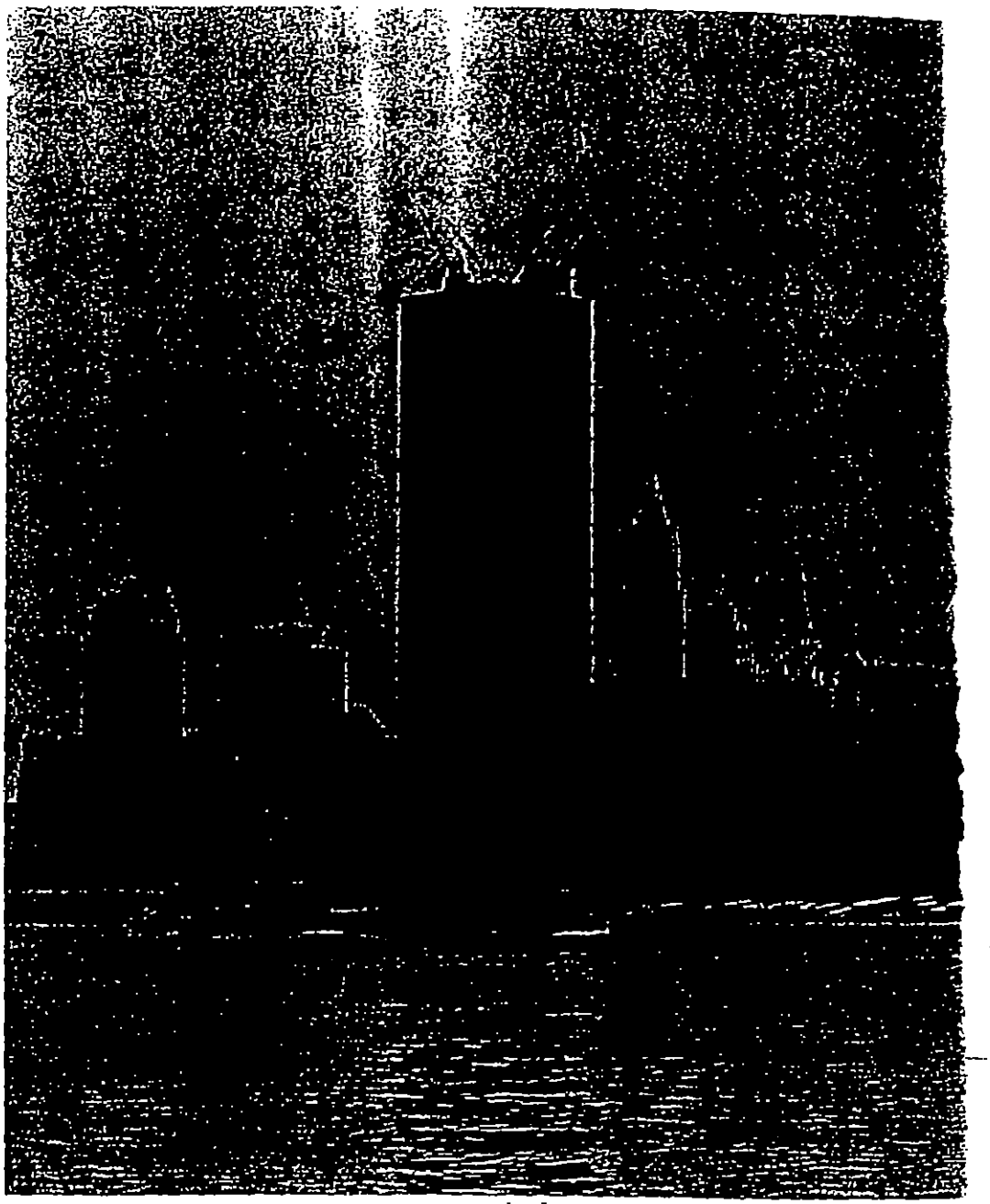
PAPhoto 15.

Close-up of aluminum "skin" (facing) already installed on the North Tower Building.



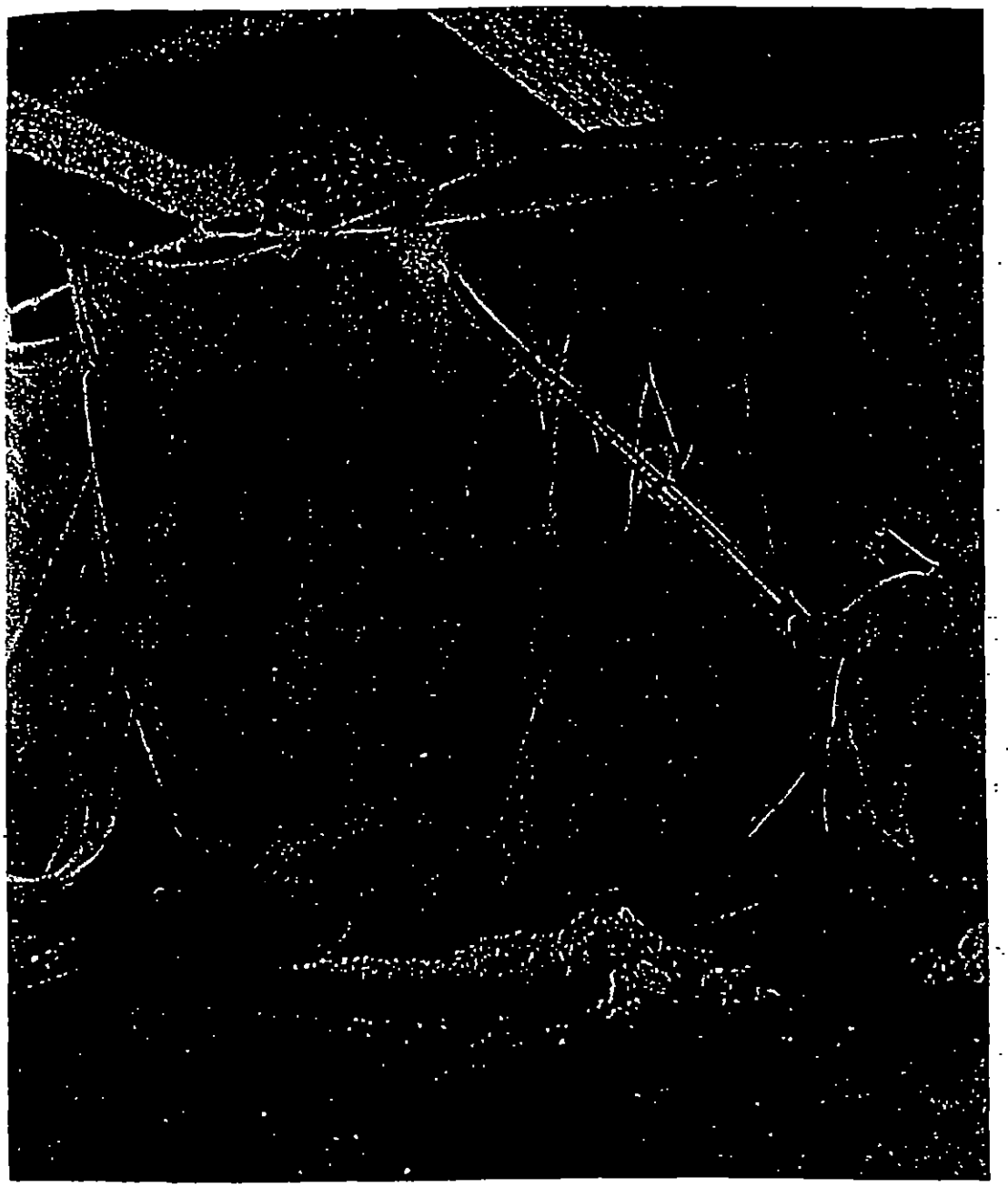
PAPhoto 15334–70

The South Tower Building photographed from one of the upper floors of the North Tower Building.



PAPhoto

River view of the Twin Towers.



PAPhoto 15320–70

Our new fire-proofing material has been pronounced as "acceptable" by New York City's Environmental Protection Administration. Nevertheless, we are continuing to curtain off the areas being sprayed while workers continue to use protective masks during spraying operations.

building. Now that the Customs lease has been signed and the structural steel erected, the general contractor is preparing to enter the building with all of the remaining trades.

Erection of the Northeast Plaza Building is following close behind with approximately 75 per cent of the steel now erected. Completion of this phase is expected by late July. Concrete pouring began last month in the basement areas of the Northeast Plaza Building and the electrical and plumbing contractor continues to install temporary lighting and rough plumbing. Both contractors are also installing permanent risers and the plumbing contractor is providing temporary water to various areas. The curtain wall contractor for the Northeast and Customs Buildings is not yet on the site. However, a test on the mock-up of the curtain wall was conducted last week.

On the southeast quadrant of the construction site, demolition work is underway. The interior of 117 Liberty Street has been removed along with glass from all windows. Staging is in place and demolition proceeds at the rate of three floors per week with the workmen now at what was the 7th floor. The four two-story buildings which were connected to 117 Liberty Street are no longer there.

COMMISSIONERS' VISIT TO PATCO

In accordance with Governor Cahill's invitation during his first meeting in December with our New Jersey Commissioners, prior to his taking office, a visit and inspection of the Delaware River Port Authority's Rapid Transit Line (known as PATCO) was arranged for last Wednesday. Making the trip were Chairman Kellogg, Vice-Chairman Ammidon, Commissioners Stillman, Sternkopf and Jones; and from the staff, Messrs. Goldstein, Gilman, Kuhbach, Gambaccini, Sullivan and myself. Governor Cahill was accompanied by Commissioner of Transportation John Kohl and his newly appointed Assistant Commissioner for Public Transportation, Nelson Slater, and John Kraft, Associate Counsel to the Governor. All eight New Jersey Commissioners of the Delaware River Port